

value of the public land that has conveyed. The Henderson Redevelopment Agency would pay the adjusted fair market value of the conveyed land, if any, and the Federal Government would be released from any and all liabilities or claims.

The BLM supports innovative proposals to address the cleanup of the Three Kids Mine, and we do not oppose this bill.

I reserve the balance of my time.

Mr. HASTINGS of Washington. Mr. Speaker, I am very pleased to yield 4 minutes to the author of this legislation, who introduced it in the last Congress and in this Congress, the gentleman from Nevada (Mr. HECK).

Mr. HECK of Nevada. Mr. Speaker, I rise in support of H.R. 697, the Three Kids Mine Remediation and Reclamation Act, which is an innovative solution for restoring our environment, improving safety, and creating jobs.

H.R. 697 addresses the safety and environmental concerns of the Three Kids Mine, as was stated, an abandoned manganese mine and mill site consisting of approximately 1,262 acres of both Federal and private lands which lie within the Henderson city limits and is located across from a busy parkway and an increasing number of homes and businesses.

The site was owned and operated by various parties, including the United States Government, from approximately 1917 through 1961, and used as a storage area for Federal manganese ore reserves from the late 1950s through 2003.

Currently, the project site contains numerous large, unstable, sheer-cliff open pits as deep as 400 feet, huge volumes of mine overburden and tailings, mill facility remnants, and waste disposal areas. To give a sense of scale, the site contains mine overburden mounds that are approximately 10 stories high in some areas and abandoned waste ponds that are up to 60 feet deep and filled with more than 1 million cubic yards of gelatinous tailings containing high concentrations of arsenic, lead, and petroleum compounds.

H.R. 697 provides an innovative public-private partnership solution to finally clean up the abandoned Three Kids Mine site. In its simplest form, H.R. 697 directs the Secretary of the Interior to convey the Federal lands at the project site—approximately 948 acres—at fair market value, taking into account the costs of investigating and remediating the entire site, which also includes an additional 314 acres of now-private lands that were used historically in mine operations.

In return for conveying the land at fair market value, the Federal Government will also receive a release of liability for cleanup of both the Federal and private lands.

Under this legislation, before the Federal lands are conveyed, the State must enter into a binding consent agreement under which the cleanup of the entire project site will occur. This

agreement must include financial assurances to ensure the completion of the remediation and reclamation of the site. The cleanup will be financed with private capital and Nevada tax increment financing at no cost to the Federal Government. Again, this project will be carried out at no cost to the Federal Government.

H.R. 697 is the result of more than 5 years of work among the city of Henderson Redevelopment Agency, the Department of the Interior, the State of Nevada, and private entities. This public-private partnership solution will finally lead to the cleanup and reclamation of the Three Kids Mine site, while at the same time providing for economic development and the creation of as many as 33,000 jobs. Furthermore, I believe this innovative solution could serve as a viable model for the cleanup and reclamation of other similar sites across the country.

This bill, which has the support of the entire Nevada delegation, is nearly identical to H.R. 2512, which passed the House of Representatives by voice vote during the 112th Congress, but unfortunately did not receive consideration in the Senate prior to the adjournment of the last Congress.

I want to thank the chairman and the ranking member of the House Natural Resources Committee for recognizing the importance of this legislation to Nevada and the West, and for their efforts in advancing it, in a bipartisan fashion, through the committee.

H.R. 697 is a win for the economy, a win for the environment, and a win for the Federal taxpayer. I encourage my colleagues to join me in supporting this legislation.

Mr. HUFFMAN. I yield such time as she may consume to the gentlelady from Nevada, Representative TITUS.

Ms. TITUS. I thank my friend from California for the time.

Mr. Speaker, I rise in support of H.R. 697, the Three Kids Mine Remediation and Reclamation Act, and urge my colleagues to support the bill.

This bipartisan legislation, which has the support of the entire Nevada delegation, including Senators REID and HELLER, is critical to the cleanup and revitalization of long-dormant land near Henderson, Nevada.

H.R. 697 sets up a public-private partnership to address the remediation of the more than 1,200 acres of former manganese mining and industrial lands for redevelopment. These activities, as you have heard, date back nearly a century and were critical to our national defense during World War II. But over the last 50 years, the already nasty, polluted site has become increasingly dangerous. Accordingly, the cleanup of this land is a top priority for the Nevada State Department of Environmental Protection, the city of Henderson, and for the thousands of southern Nevada residents who live nearby.

I support this legislation to clean up the Three Kids Mine for both safety

and environmental reasons and to create opportunities for redevelopment of the site for beneficial use and economic potential. So I would urge my colleagues to join me and the Nevada delegation in support of this bill.

Mr. HASTINGS of Washington. I would ask my friend from California, I have no more requests for time and I'm prepared to yield back if the gentleman is prepared to yield back.

Mr. HUFFMAN. I would tell the chairman I have no further speakers and am prepared to yield back if the chairman is prepared to close.

Mr. HASTINGS of Washington. I am prepared to close.

Mr. HUFFMAN. I yield back the balance of my time.

Mr. HASTINGS of Washington. Mr. Speaker, as was mentioned, this is a win-win proposition—at no cost to the taxpayer—cleaning up this mine, and I urge its support. It passed, again, by voice vote in the last Congress, and I hope it does so again in this Congress.

I urge my colleagues to vote “yes,” and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. HARRIS). The question is on the motion offered by the gentleman from Washington (Mr. HASTINGS) that the House suspend the rules and pass the bill, H.R. 697, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

□ 1645

CALIFORNIA COASTAL NATIONAL MONUMENT EXPANSION ACT OF 2013

Mr. HASTINGS of Washington. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1411) to include the Point Arena-Stornetta Public Lands in the California Coastal National Monument as a part of the National Landscape Conservation System, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1411

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; DEFINITIONS.

(a) SHORT TITLE.—This Act may be cited as the “California Coastal National Monument Expansion Act of 2013”.

(b) DEFINITIONS.—In this Act:

(1) MAP.—The term “map” means the map created by the Bureau of Land Management, entitled “California Coastal National Monument Addition” and dated September 15, 2012.

(2) MONUMENT.—The term “Monument” means the California Coastal National Monument established by Presidential Proclamation 7264.

(3) POINT ARENA-STORNETTA PUBLIC LANDS.—The term “Point Arena-Stornetta Public Lands” means the Federal land comprising approximately 1,255 acres in

Mendocino County, California, as generally depicted on the map.

(4) **PRESIDENTIAL PROCLAMATION 7264.**—The term “Presidential Proclamation 7264” means Presidential Proclamation Number 7264, dated January 11, 2000 (65 Fed. Reg. 2821).

(5) **SECRETARY.**—The term “Secretary” means the Secretary of the Interior.

SEC. 2. PURPOSE.

The purpose of this Act is to protect, conserve, and enhance for the benefit and enjoyment of present and future generations the unique and nationally important historical, natural, cultural, scientific, educational, scenic, economic and recreational values of the Point Arena-Stornetta Public Lands, while allowing certain recreational, research and traditional economic activities or uses, such as grazing, to continue.

SEC. 3. EXPANSION OF CALIFORNIA COASTAL NATIONAL MONUMENT.

(a) **IN GENERAL.**—The boundary of the Monument established by Presidential Proclamation 7264 is expanded to include the Federal land shown on the map.

(b) **MAP AND LEGAL DESCRIPTION.**—

(1) **IN GENERAL.**—As soon as practicable after the date of enactment of this Act, the Secretary shall file with the Committee on Energy and Natural Resources of the Senate and the Committee on Natural Resources of the House of Representatives a map and boundary description of land added to the Monument by this Act.

(2) **FORCE AND EFFECT.**—The map and boundary description filed under paragraph (1) shall have the same force and effect as if included in this Act, except that the Secretary may correct any minor errors in the map and boundary descriptions.

(3) **AVAILABILITY OF MAP AND BOUNDARY DESCRIPTION.**—The map and boundary description filed under paragraph (1) shall be on file and available for public inspection in appropriate offices of the Bureau of Land Management.

SEC. 4. ADMINISTRATION.

(a) **IN GENERAL.**—The Secretary shall manage the land added to the Monument by this Act—

(1) as a part of the Monument; and

(2) in accordance with Presidential Proclamation 7264, except that—

(A) traditional economic activities and existing uses, such as grazing and the maintenance of existing structures that are used for grazing, shall not be restricted; and

(B) lands and interests in land within the proposed land addition not owned by the United States shall not be part of the monument and the future acquisition of those lands and interests in lands by the United States may occur only through donation or exchange with the written consent of the landowner.

(b) **MANAGEMENT PLAN.**—

(1) **IN GENERAL.**—Not later than 2 years after the date of enactment of this Act, the Secretary shall finalize an amendment to the Monument management plan for the long-term protection and management of the land added to the Monument by this Act.

(2) **REQUIREMENTS.**—The plan amendment shall—

(A) be developed with an opportunity for full public participation; and

(B) describe the appropriate uses and management of the land consistent with this Act.

(c) **MOTORIZED AND MECHANIZED TRANSPORT.**—Except as needed for emergency or authorized administrative purposes, the use of motorized and mechanized vehicles in the Monument shall be permitted only on roads and trails designated for that use.

(d) **INCORPORATION OF LAND AND INTERESTS.**—

(1) **AUTHORITY.**—The Secretary may acquire non-Federal land or interests in land within or adjacent to the land added to the Monument by this Act only through exchange, or donation with the written consent of the landowner, and such non-Federal land shall not be included within the boundaries of the Monument absent written consent of the landowner.

(2) **MANAGEMENT.**—Any land or interests in land within or adjacent to the land added to the Monument by this Act acquired by the United States after the date of enactment of this Act shall be added to and administered as part of the Monument.

(3) **ACCESS TO PRIVATE PROPERTY.**—The addition of lands under this Act to the Monument may not result in a lack of or restricted access by motorized vehicle to any non-Federal lands within the Monument.

(e) **OVERFLIGHTS.**—Nothing in this Act—

(1) restricts or precludes overflights, including low-level overflights or military, commercial, and general aviation overflights that can be seen or heard within the land added to the Monument by this Act;

(2) restricts or precludes the designation or creation of new units of special use airspace or the establishment of military flight training routes over the land added to the Monument by this Act; or

(3) modifies regulations governing low-level overflights above the adjacent Gulf of the Farallones National Marine Sanctuary.

(f) **LAW ENFORCEMENT.**—Nothing in this Act effects the law enforcement authorities of the Department of Homeland Security.

(g) **NATIVE AMERICAN USES.**—Nothing in this Act enlarges, diminishes, or modifies the rights of any Indian tribe or Indian religious community.

(h) **BUFFER ZONES.**—

(1) **IN GENERAL.**—The expansion of the Monument is not intended to lead to the establishment of protective perimeters or buffer zones around the land included in the Monument by this Act.

(2) **ACTIVITIES OUTSIDE THE MONUMENT.**—The fact that activities outside the Monument can be seen or heard within the land added to the Monument by this Act shall not, of itself, preclude those activities or uses up to the boundary of the Monument.

(i) **GRAZING.**—Nothing in this Act affects the grazing of livestock and the maintenance of existing structures that are used for grazing within the Point Arena-Stornetta Public Lands or the Monument.

(j) **NATIONAL LANDSCAPE CONSERVATION SYSTEM.**—The Secretary shall manage the Monument as part of the National Landscape Conservation System.

The **SPEAKER** pro tempore. Pursuant to the rule, the gentleman from Washington (Mr. **HASTINGS**) and the gentleman from California (Mr. **HUFFMAN**) each will control 20 minutes.

The Chair recognizes the gentleman from Washington.

GENERAL LEAVE

Mr. **HASTINGS** of Washington. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on the bill under consideration.

The **SPEAKER** pro tempore. Is there objection to the request of the gentleman from Washington?

There was no objection.

Mr. **HASTINGS** of Washington. Mr. Speaker, I yield myself such time as I may consume.

H.R. 1411 would add 1,255 acres of the Point Arena-Stornetta Public Lands to

the California Coastal National Monument, which was created by Presidential Proclamation 7264 in January of 2000.

The Stornetta family, the namesake of this area being annexed into the monument, grazes cattle in this area, so it is imperative that grazing continues and is compatible with the long-term protection and management of the monument. Public land grazers in Arizona, Montana, and Utah have already been targeted by a few antigrazing zealots who want to litigate to extinction the legitimate and long-standing practice of grazing in national monuments.

During committee consideration of H.R. 1411, an amendment was adopted to ensure that traditional economic activities and uses, such as grazing, will be allowed to continue once the Point Arena-Stornetta Public Lands are added to the California Coastal National Monument. It also limited future land acquisitions to only those done by donations or exchange, thereby preventing any unnecessary taxpayer expense. Private property rights were also protected by ensuring motorized vehicle access to any non-Federal lands within the monument and requiring written consent from the landowners before their property can be included in the monument.

The bill includes provisions preventing restrictions on military or commercial low-level overflights and training activities, and also on Department of Homeland Security law enforcement activities, other routine provisions protecting activities outside of the designation, and prohibiting the creation of buffer zones.

I think these conditions are the right conditions when you take land for other uses, and I support this legislation.

I reserve the balance of my time.

Mr. **HUFFMAN**. Mr. Speaker, I yield myself such time as I may consume.

(Mr. **HUFFMAN** asked and was given permission to revise and extend his remarks.)

Mr. **HUFFMAN**. I am honored to rise in support of my first piece of legislation as a Member of Congress: H.R. 1411. This bill will add Mendocino's Point Arena-Stornetta Public Lands to the California Coastal National Monument.

Those of my colleagues who have visited the Mendocino coast appreciate the true unspoiled beauty of this region, and understand why it's so important to protect it for future generations.

This bill will preserve a complex and fragile ecosystem on the Mendocino coast, approximately 130 miles north of San Francisco. It will serve as the first land-based addition to the California Coastal National Monument. It will also add 10 miles of connectivity to the California Coastal Trail.

The Point Arena-Stornetta Public Lands encompass 1,255 acres of pristine coastal wetlands, including habitat for

several endangered species. The bill will also protect the Garcia River estuary and 2 miles of the Garcia River itself. This river is critical habitat for coho salmon and steelhead. In addition, we will maintain the existing ranching, recreation, and research uses of this land, preserving much of it as a sustainable working landscape.

But safeguarding this national treasure isn't just good for the environment; it is also good for the economy. Environmental tourism is critical to the economy of the north coast of California, and expanding the Coastal National Monument will bring new visitors and new economic activity.

Tourism is already the number one source of jobs on the Mendocino coast. We get close to 2 million annual visitors in the region, and that supports more than 5,000 jobs and generates more than \$110 million in economic activity annually. The Point Arena-Stornetta Public Lands are a perfect gateway for visitors to experience the California Coastal National Monument. That is one of the reasons why the effort to protect this amazing stretch of the Mendocino coast has such broad public support from State and local elected officials to the Manchester-Point Arena Band of Pomo Indians, conservation groups across the country, and business and civic leaders in the community. In addition, hundreds of individuals in this rural area have expressed their support by way of petition.

My friend and predecessor in representing the north coast in Congress, Congressman MIKE THOMPSON, initiated the effort to protect this area in the last Congress, and I am very pleased that he is joining me as a cosponsor of this bill.

I am also very appreciative of the support of the chairman of the Natural Resources Committee, Chairman DOC HASTINGS, and also of the newest Member of our Senate and our former ranking Democrat, ED MARKEY.

In addition, I want to thank Chairman BISHOP and Ranking Member GRIJALVA of the Public Lands Subcommittee for not only hearing the bill, but for inviting my constituent, Scott Schneider, who is president and CEO of Visit Mendocino, to come and testify in support of this legislation.

This bill was reported by the Natural Resources Committee by unanimous consent, and I am grateful that we have come so far to preserve this iconic landscape.

I look forward to continuing to work with the committee, with Senators BOXER and FEINSTEIN, and with my colleagues to ensure that we fully and permanently protect this magnificent coastline.

I urge my colleagues to vote "yes" on H.R. 1411, and I reserve the balance of my time.

Mr. HASTINGS of Washington. I have no more requests for time.

I continue to reserve the balance of my time.

Mr. HUFFMAN. Mr. Speaker, I yield as much time as he may consume to the gentleman from the Northern Mariana Islands (Mr. SABLÁN).

Mr. SABLÁN. Mr. Speaker, I thank the gentleman for yielding me time.

From his days in the California State House and now here in Congress, Congressman JARED HUFFMAN has been a leader in protecting our valuable natural resources. H.R. 1411 is a fine example of this commitment and office leadership. Congressman HUFFMAN's bill incorporates the area known as the Point Arena-Stornetta Public Lands into the California Coastal National Monument.

The bill gives permanent protection to 1,255 acres of wetlands along the Mendocino County coast. The area provides habitat for endangered species, including the Point Arena mountain beaver and the Behren's silverspot butterfly. The Garcia River running through it shelters steelhead and silver and king salmon.

While I have the floor, I also want to commend Congressman HUFFMAN for his efforts to protect sharks. In the California Legislature, Congressman HUFFMAN wrote the law banning wasteful trade in shark fins. Here in Congress, he led the effort to protest when the Commerce Department proposed regulations preempting State laws against shark finning.

The Northern Mariana Islands, which I represent, has enacted a similar law. So along with other Members who respect State authority, I cosigned Congressman HUFFMAN's letter asking NOAA to withdraw its proposed regulation.

Again, I commend Mr. HUFFMAN for his dedication to protecting our natural resources, and I ask all my colleagues to support H.R. 1411.

Mr. HASTINGS of Washington. Mr. Speaker, I continue to reserve the balance of my time.

Mr. HUFFMAN. I thank the gentleman from the Northern Mariana Islands.

Mr. Speaker, I would yield as much time as he may consume to my colleague, the gentleman from Monterey, California (Mr. FARR).

Mr. FARR. I thank Mr. HUFFMAN for yielding.

Mr. Speaker, I want to congratulate the committee and Chairman DOC HASTINGS on bringing this bill to the floor.

I was instrumental in creating the Coastal National Monument along the California coastline. It had to be done by executive order because we couldn't get the bills out of committee. I just really appreciate the fact that the committee is concentrating on this, because a lot of these things that people kind of argue against they don't realize what the positive unintended consequences are.

What this bill does is it really talks about management of land. As the chairman pointed out, the substance of the bill allows the private enterprise, the agriculture to continue, and to have it in a way that is going to be

cost-effective management. This is a win-win for the private sector and for the public sector.

In many cases, the Bureau of Land Management is a very effective land manager. It essentially, in the West, has a lot of the land that actually was never picked up by Forest Service. When you think of Forest Service, you think of timbering or mining and those kinds of things, or land that qualified for the National Park System as kind of the leftover lands of the westward expansion. They have a lot of land management responsibility and know-how.

The California coastline is the number one attraction and the number one engine. It is the whole engine of California. Most of the cities and stuff are all along the coast. So any time you add to ability to expand access—we sometimes forget in Congress that the number one activity of interest in this country is watchable wildlife. More people watch wildlife, whether it is in the movies or channels or buy gear to go out, than watch all the national sports. It is huge business and it is jobs. In the rural area, this is key to job development.

Since we've created the Coastal National Monument, we have had little towns and counties in the rural area that have been identifying the rocks, all of which have historical names from families or shipwrecks. Now it gives some attraction to it, some historical attraction, which people love to learn about. It has been a great educational tool to teach us about this 1,100-mile coastline in California sort of inch by inch.

This addition is going to be able to build more opportunity for job creation, as people want to hire people to give them access, want to buy pictures, want to buy books, want to buy art that's made from it.

So I really commend the committee on realizing that these things are responsible job development jobs, not just government ownership of land. When you say, well, it is taking it off the private tax rolls, remember, this is a private interest that wanted to sell it to a public system. Those lands will pay taxes in lieu of property taxes, PIL taxes. It will continue the economy of the area. But for the local area—this is pretty rural California, really rural—this will just be a huge economic boon tool.

I compliment Mr. HUFFMAN. This is the first bill he has brought to the floor. I hope he brings more. He is a very able Member of Congress. He proved a great member of the California State Legislature.

Mr. HASTINGS, thank you for providing the leadership to get these bills to the floor so that we can have an opportunity to vote on them.

I urge an "aye" vote.

Mr. HUFFMAN. I thank the gentleman and yield back the balance of my time.

Mr. HASTINGS of Washington. Mr. Speaker, this is a good piece of legislation. I urge my colleagues to adopt it, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Washington (Mr. HASTINGS) that the House suspend the rules and pass the bill, H.R. 1411, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

OPERATION OF VEHICLES ON CERTAIN WISCONSIN HIGHWAYS

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2353) to amend title 23, United States Code, with respect to the operation of vehicles on certain Wisconsin highways, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2353

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. OPERATION OF VEHICLES ON CERTAIN WISCONSIN HIGHWAYS.

Section 127 of title 23, United States Code, is amended by adding at the end the following:

“(j) OPERATION OF VEHICLES ON CERTAIN WISCONSIN HIGHWAYS.—If any segment of the United States Route 41 corridor, as described in section 1105(c)(57) of the Intermodal Surface Transportation Efficiency Act of 1991, is designated as a route on the Interstate System, a vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without regard to any requirement under subsection (a).”.

The SPEAKER pro tempore. Does the gentleman intend that the motion apply to the bill, as amended?

Mr. PETRI. Yes.

The SPEAKER pro tempore. The bill, as amended, is pending.

Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentleman from West Virginia (Mr. RAHALL) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill before us.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

U.S. Highway 41 between Milwaukee and Green Bay is slated to become part of the U.S. interstate system early next year. H.R. 2353 would simply allow trucks that exceed Federal weight lim-

its but are currently authorized to operate on this road to continue to operate after the interstate designation.

□ 1700

This primarily involves agricultural crops during harvest season, milk, timber, scrap metal, and garbage. No new trucks in excess of Federal weight limits would be allowed on the new I-41. This would just maintain the status quo and not disrupt the current flow of commerce.

This is not unprecedented, as other roads which have become part of the interstate system have received this grandfather, including I-39 in Wisconsin, with no ill effect. In fact, the Wisconsin State Patrol, which is responsible for truck safety enforcement, has issued a statement in support of this bill, and is noting the safety benefits of not forcing these trucks off the safer interstate and onto State and local roads which are not designated to carry such traffic.

The bill before us is also supported by Republican and Democratic members of the Wisconsin House delegation, our two U.S. Senators, the Wisconsin Department of Transportation, and many State and local officials and organizations. I ask my House colleagues to approve this bill, which is so important to my State.

I reserve the balance of my time.

The SPEAKER pro tempore. The Chair wishes to again clarify with the gentleman whether the bill is with or without an amendment.

Mr. PETRI. It is without an amendment.

The SPEAKER pro tempore. The Chair would announce that the pending motion is that the House suspend the rules and pass the Union Calendar version of the bill, which is without amendment.

Mr. RAHALL. Mr. Speaker, I yield myself such time as I may consume.

Congress has previously grandfathered truck weights on roads that obtained interstate designation, including Interstate 99 in Pennsylvania, Interstate 39 in Wisconsin and Interstate 68 in Maryland. I point that out to note that what is being proposed in the pending legislation is not without precedent or justification.

While I support this legislation, consideration by the House of this bill should not be construed as an indicator of movement on the broader debate of whether to increase truck weights generally. This is a limited extension of current standards on one road in one State, and I am evaluating it as such. I support this bill, and I urge its adoption.

I reserve the balance of my time.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to my colleague from Wisconsin (Mr. RIBBLE).

Mr. RIBBLE. Thank you, Chairman PETRI.

I also want to thank the ranking member, Mr. RAHALL, for working with us. We advanced this bill through com-

mittee, and it passed our committee by voice vote.

Mr. Speaker, the bill is very simple. Chairman PETRI mentioned it maintains the status quo on a single highway in Wisconsin that is being changed from a U.S. highway to a U.S. interstate. Highway 41, from Green Bay, Wisconsin, to Milwaukee, is slated to become an interstate next year. To do that without any disruption to safety, it's important that we grandfather the current weight limits that are currently on the road, and this bill does exactly that.

It ensures that any trucks that drive on the road today will be able to drive on the road after the conversion. Without this bill, shippers would simply have two options, and neither would be good for safety. One option would be to move these trucks onto side roads, which, in Wisconsin, are often rural or through small towns that are not suited for truck traffic. The other option would be to put more trucks on the highway in order to comply with the lower weight limits. Neither option is good for safety, and neither option is good for Wisconsin.

As Chairman PETRI mentioned, it is supported by the Wisconsin State Patrol; it is supported by the Governor of Wisconsin; it is supported by the Wisconsin State Assembly, including the majority and ranking members; it is supported by the Wisconsin State Senate; and it is supported by the Wisconsin DOT.

As the ranking member mentioned, this is not a precedent-setting piece of legislation. In fact, it has happened in other parts of the country. I am in support of this legislation, and I urge my colleagues to support it.

Mr. RAHALL. Mr. Speaker, I yield back the balance of my time.

Mr. PETRI. Mr. Speaker, I urge my colleagues to support the legislation before us, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, H.R. 2353.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

AUTHORIZING USE OF CAPITOL GROUNDS FOR DISTRICT OF COLUMBIA SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN

Mr. RIBBLE. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 44) authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run.

The Clerk read the title of the concurrent resolution.